

The Hongkong Telegraph.

No. 2260.

SATURDAY, JUNE 15, 1889.

SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL \$50,000

Registered Office, 40, THE ARCADE, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT. Buys and Sells Bills of Exchange, ISSUES LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager,
HONGKONG BRANCH.

RULES

HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3, SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, or MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per cent. per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVING BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager,
Hongkong, 1st January 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,300,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.
W. G. BONDIE, Esq.
S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq.
J. S. MOSES, Esq.
J. F. HOLMES, Esq.
L. POSENER, Esq.
Hon. J. J. KESWICK.
N. A. SIBBS, Esq.
Hon. B. LAYTON.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager,
Hongkong, 20th May, 1889.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.
10.40 A.M.; 12 to 1.30 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers,
Hongkong, 1st May, 1889.

Intimations.

ROBERT LANG & CO.,
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

CLEARANCE SALE.

BEGINNING ON
MONDAY,
THE 10th INSTANT.

OF all GOODS liable to deterioration from dampness arising from the recent flooding. 25% TO 50% REDUCTION FOR CASH ONLY.
200 Pairs of English and French BOOTS and SHOES of all kinds, formerly sold at from \$5.00 to \$7.50, now for \$2.50 to \$4.50.

GENTS UNDER-VESTS, SOX, SHIRTS, COLLARS, CUFFS, SCARFS, TIES, HATS, TRAVELLING RUGS, GLADSTONE BAGS, &c., &c., &c.

NOTE.
These Goods have not been damaged by water.

QUEEN'S ROAD (Opposite HONGKONG HOTEL)
Hongkong, 7th June, 1889.

KELLY & WALSH, LD.

IMPORTERS OF TOBACCOS, CIGARS AND CIGARETTES.

FRESH TOBACCOS.
Richmond Gem Curly Cut. Mixture.
Old Rip.
Wills' Three Castles.
Wills' Bristol Bird's Eye.
Cope's Golden Cloud.
Vancouver's Golden Rain.
Happy Thought.
Dollar Brand.
Golden Eagle.
Star Mixture.

FRESH CIGARETTES.
Sweet Caporals.
Kinney's Straight Cut.
Little Beauties.
Richmond Straight Cut.
Virginia Brights.
Duke's Camco.
Kinney's Special Favourites.
Straight Cut.
Cleopatra Egyptian Flowers.
Sweet Caporals Selected.
Kinney's Half Caporals.

SWEET CAPORALS.

MANILA CIGARS.
Regalia Britannica—Media Regalia—Flor de Prensados.
Cilindrados—Principes—Caprichos—Princesas.
Exquisite—Non Plus ultra—Reina Victoria.
Regio—Regalia Imperial—Regalia Oriental.
A large assortment of Meerschaum, Brant Root and Asbestos Pipes, Meerschaum and Amber Cigar and Cigarette Tubes, Russia, Morocco and Calf Cigar and Cigarette Cases, and every description of Smoker's Requisites.
Hongkong, 21st May '89.

FOR SALE, NEW SADDLERY.

POLO SADDLES.
POLO BITS.
SINGLE and DOUBLE BRIDLES.
MARTING L'S.
SINGLES.
BOBBY ROLLERS.
WHIPS, SPURS, HARNESS, REINS, SADDLE CLOTHS AND STABLE REQUISITES of all kinds.

Hongkong, 28th May, 1889.

A. HAHN,
PIANO TUNER AND REPAIRER.
ON HIRE PIANOS FOR SALE
Address: c/o HONGKONG HOTEL or No. 25, CAINE ROAD.
Hongkong, 24th December, 1888.

PHOTOGRAPHS

OF LATE STORM EFFECTS.

W. BREWER.

HAS NOW FOR SALE.

AN EXCELLENT SERIES OF PHOTOGRAPHS OF ALL PARTS OF THE COLONY MARKED BY THE LATE FLOODS.

W. BREWER,

CHEAP PRINTING OFFICE,
Opposite HONGKONG HOTEL.

Hongkong, 15th June 1889.

HALL & HOLTZ C. CO., LIMITED.

SUMMER SALE.

NOW PROCEEDING.

FURNISHING DEPARTMENT.

Drawing Room Suites in Silk, Plush, and Tapestry. Bedroom Suites in Solid Teak. Dining Room, Easy, and other Chairs. Solid Teak Sideboards and Dining Tables, all sizes. Overmantels of every description, Japanese Screens, Japanese and other Cabinets, and Fancy Cabinet Goods of all kinds. Single and Double Iron and Brass Bedsteads, Dinner Sets, Tea Sets, Toilet Sets, Hink's Patent Duplex Lamps, Patent Filters, 1,550 pairs Lace and Madras Curtains, and about 50 Oil Paintings, and other Pictures.

AT SPECIAL SALE PRICES.

HALL & HOLTZ C. CO., LIMITED.

Hongkong, 1st June, 1889.

Auctions.

NOTICE.

SALE OF R. B. LOT No. 61.

THE date for Sale of this Lot is altered from the 17th June to MONDAY, the 24th June, at 5 P.M.

G. R. LAMMERT,
Auctioneer.
Hongkong, 14th June, 1889.

VALUABLE SALE OF DESIRABLE BUILDING SITES AT THE PEAK.

Mr. G. R. LAMMERT, Auctioneer, will sell by Auction on the site, ON

MONDAY,

the 24th June, 1889, at 5 P.M.

SIX VALUABLE BUILDING SITES KNOWN AS SECTIONS OF RURAL BUILDING LOT No. 61.

THIS Property is within a few minutes walk of the Tramway and has been divided into Sections of an average area of 5,000 square feet to meet a present and increasing demand for ECONOMIC BUILDING SITES.

The whole of the Earth work and retaining walls have been completed and the sites PREPARED FOR BUILDING in the most approved manner, and the whole now forms one of the most desirable sites at the Peak.

Conditions of Sale, Plans, Particulars and the fullest information can be obtained upon application to

Messrs. WOTTON & DEACON, Solicitors, 35, Queen's Road; Mr. W. ST. JOHN H. HANCOCK, C.E., F.R.I.B.A., 3, Beaconsfield Arcade;

TO THE AUCTIONEER, Duddell Street, Hongkong, 14th June, 1889.

PUBLIC AUCTION

OF VALUABLE MACHINERY, PLANT, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, the latter part of June, 1889, on a day to be named hereafter, at the Machinery Shop lately in the occupation of Messrs. J. W. CROKER & Co., at Bowington Canal

The whole of the MACHINERY and PLANT, comprising:—One HORIZONTAL ENGINE of 13 H.P. One VERTICAL ENGINE of 4 H.P. One ROILER 7 feet, by 5 feet 6 inches. Four GAPE LATHES assorted sizes up to 15 feet length of bed, SCREWING, DRILLING, PUNCHING, and SHEARING, SLOTTING, and ROLLING MACHINES. A PLANING MACHINE, STEAM HAMMER, CRANES, SHEARLEGS, SHAFING and BELTING, ANVILS VICES, BENCHES, WINCHES and FORGES, SUNDRY MACHINERY and PLANT, etc.

BAR and ROD IRON, BOILERTUBES, OLD BOILERS, etc., etc.

One IRON STEAM LAUNCH.

TERMS OF SALE.—Cash on delivery. For further particulars, apply to

G. R. LAMMERT, Auctioneer.
Hongkong, 1st June, 1889.

Consignees.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF NEW YORK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Agent.
Hongkong, 14th June, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABYSSINIA," FROM VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.
Hongkong, 9th June, 1889.

Shipping.

STEAMERS.

STEAM TO MANILA, VIA AMOY.
THE Steamship

"NANZING," Captain Talbot, will be despatched as above, on MONDAY, the 17th inst., at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 14th June, 1889.

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship "KHIVA" will leave for the above places on or about TUESDAY, the 18th June, at NOON.

E. L. WOODIN, Superintendent.
Hongkong, 15th June, 1889.

Shipping.

STEAMERS.

STEAM TO LONDON, DIRECT, Calling at intermediate Ports.
THE P. & O. S. N. Co.'s Steamship

"BRINDISI" will leave for the above places on MONDAY, the 17th inst., at 3 P.M. This vessel is disconnected from the Mail services, but has excellent accommodation for a limited number of through passengers (First Saloon only) at specially reduced rates. Electric Light throughout the steamer. Deck cabins (two berths). Surgeon carried, &c.

E. L. WOODIN, Superintendent.
Hongkong, 13th June, 1889.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"VERONA" will leave for the above places on TUESDAY, the 18th June, at NOON.

E. L. WOODIN, Superintendent.
Hongkong, 13th June, 1889.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship

"MORAY," Captain Duncan, will be despatched as above on TUESDAY, the 18th inst., at NOON.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 12th June, 1889.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"OOPACK," J. C. Jaques, Commander, will be despatched as above on or about the 17th June.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 31st May, 1889.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.
THE Company's Steamship

"WHAMPOA" will have quick despatch for the above Ports. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th June, 1889.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HOEDEIDAH, MASSAUA, SUAKIM, YEDDAH, SUEZ, PORT SAID, BRINDISI, TRIESTE AND VENICE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, and ADRIATIC PORTS).

THE Company's Steamship "ELEKTRA," Captain A. Lusch, will be despatched as above on SATURDAY, the 22nd inst., at NOON.

For further particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.
Hongkong, 13th June, 1889.

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. L. American Ship

"AGENOR," Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.
Hongkong, 12th June, 1889.

FOR SAN FRANCISCO.
THE A. I. L. American Ship

"CONQUEROR," Frost, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.
Hongkong, 17th April, 1889.

FOR SAN FRANCISCO.
THE 3/3 A. I. L. American Ship

"TITAN," C. H. Allyn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 27th May, 1889.

FOR NEW YORK.
THE 3/3 A. I. L. American Ship

"SOUTHERN CROSS," Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 15th May, 1889.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES.

THE British Steamer

"ABYSSINIA" 1,651 Tons Register. G. A. Lee, Commander, will be despatched for VANCOUVER, B.C., via KOBE & YOKOHAMA, on THURSDAY, the 20th June, at NOON.

To be followed by the S.S. "BATAVIA" on the 4th July and S.S. "PORT AUGUSTA" on the 18th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria, (Mex.) \$185.00
To all Common Points in Canada } 230.00
and the United States }
To Liverpool } 300.00
To London } 305.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 19th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 6th June 1889.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN and LAMBURG, PORTS IN THE NORTHERN, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 P.M., the Company's Steamship "SACHSEN," Capt. V. Gessel, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 4 p.m. Specie and Parcels until 10 a.m., on the 3rd of July, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 8th June 1889.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 22nd June, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and elsewhere, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco } \$200.00
To San Francisco and return } 350.00
available for 6 months }
To Liverpool } 325.00
To London } 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 6th June, 1889.



Intimations.

DAKIN'S
CHERRY TOOTH PASTE. Cleanses the
Teeth, Strengthens the Gums, and imparts
a delightful freshness to the Mouth and fragrance
to the Breath.

50 Cents per Jar.
DAKIN'S
INSTANTANEOUS HAIR DYE.
Surpasses all other Dyes in the purity, delicacy,
and natural appearance of the Hair after
application.

\$1 per Case.
DAKIN'S
ROSE HAIR OIL.
A delicately scented and elegant Hair Dressing
with all the Colour and Odour of Red Rose
Petals.

Per Bottle, 50 Cents and \$1.
DAKIN BROS. OF CHINA
LIMITED,
DISPENSING CHEMISTS,
HONGKONG.

(Telephone No. 60.)
Hongkong, 13th June, 1889.

FOR HOT CLIMATES.

WATSON'S
EFFERVESCENT SALINE.
An effervescent preparation, forming when
mixed with water a cooling and refreshing
beverage, pleasant to the taste, and invaluable
for maintaining the system in a healthy and
natural condition.

It relieves Bilious Headaches, Feverishness,
and Indigestion, and is especially recommended
for sluggish and inactive Liver, Heartburn,
Acidity, Scourge Eruptions, and Blisters on
the Skin, &c.
It is an excellent Aperient, and forms a
capital substitute for Salads and Powders.

In Bottles, 75 Cents each.
WATSON'S
PURE
FRUIT CORDIALS
PREPARED FROM THE JUICE OF THE FINEST
SELECTED FRUIT RIFE FRUIT.

Make Delicious Summer Beverages.

**RASPBERRY, STRAWBERRY, DAMSON,
BLACK CURRANT, RED CURRANT,
ORANGE, PLUM,
PINEAPPLE, MANDARIN, CHERRY,
LIME FRUIT, &c.**

Price, 75 Cents per bottle.

WATSON'S
SPARKLING EFFERVESCENT
MAGNESIA

When the body is in a heated or feverish
condition, this preparation will be found most
useful, as it tends to produce a slight moisture
in the skin, and cool the system generally.
It makes an agreeable Saline Draught,
Antacid, and mildly aperient, preferable to any
other Saline or a Febrifuge.

In Bottles, 50 Cents and \$1 each.
CAUTION.—Being prepared expressly for Hot
Climates, parties requiring the same are advised
to be particular to order WATSON'S EFFER-
VESCENT CITRATE OF MAGNESIA, MANY SO-
CALLED similar preparations being acid and
irritating to the Stomach and Bowels.

'SALT REGAL'
A NEW & MARVELLOUS DISCOVERY!
For the Prevention and Cure
of
FEVER, CHOLERA, &c.

A Favorite Remedy at Home and Abroad.
An effervescent White Powder lately discovered
which changes colour and develops OZONE—the
principle of life.

Destroys Parasites and Fungoid growths in
impure water and directly affects Worms and
Parasites in the system.

Price, \$1 per bottle.
A. S. WATSON & CO., LIMITED,
Sole Agents for
HONGKONG, CHINA AND MANILA.
HONGKONG DISPENSARY,
May, 1889.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 15, 1889.

TELEGRAMS.

THE SUEZ CANAL.
LONDON, June 15th.
The report of the Suez Canal Company shows
a profit of thirty-six millions of francs.

[These figures show an available dividend of
90 francs per share, the capital of the Company
being made up of four hundred thousand 500
franc shares. The dividends from 1885 have
been respectively 85.40, 75.32, and 78.22 per
share.]

MR. GLADSTONE.
June 16th.
Mr. Gladstone is on a political tour through
the Western counties.

At Southampton, where he received an
ovation, he said that from the results of the
bye elections he predicted that at the next
general election his party will gain one hundred
seats.

NEWS FROM STANLEY.
June 12th.
Letters from Mr. Stanley, dated Victoria Nyanza
2nd December, state that he has rejoined Emin
Pasha.

**THE BOULANGISTS AND THE FRENCH
MINISTRY.**
A stormy discussion has taken place in the
Chamber of Deputies, the Boulangists inveighing
against the arrests. M. Constans, in reply,
asserted that the Government would not tolerate
such factious agitation any longer.

(From the *Courrier d'Haiphong*)
THE DEATH OF M. RICHAUD.
PARIS, June 15th.

M. Richaud died of cholera on the *Caladenia*,
between Singapore and Colombo. He was
buried at sea.

June 16th.
A Chinaman died of the same disease on the
same ship. After that the health on board was
good.

LOCAL AND GENERAL.

THERE will be a meeting of the Legislative
Council on Tuesday, the 18th inst., at 4 p.m.

EX-KING MILAN is said to be able to speak
German, French and English, but he can be
mean in every language under the sun.

THE steamship *Tuivon*, which left here on
Tuesday for Shanghai with a cargo of kerosene,
put back to-day, her machinery having broken
down.

DR. DOBERCK, in his weather report to-day,
surmises that the cause of the fall of the baro-
meter in south-eastern China is a typhoon to the
east of Formosa, coming this way.

THE greatest length of the United States from
the Atlantic to the Pacific, on the parallel of 42
degrees, is 2768 miles; and its greatest breadth,
from Point Isabel, Tex., to the northern boundary
near Pembina, 1611 miles.

AN otherwise uninteresting recent debate (among
the members of a British learned society) on
"tight lacing" was lived up by a remark of
Dr. Hoyle that "no woman regarded herself as
properly dressed unless she felt a little uncom-
fortable."

TO-MORROW morning between 9 and 10.30
o'clock the steam-launch carrying the Bethel
flag will call alongside any vessel hoisting col-
our pennant C, to convey men ashore to 11 a.m.
service at St. Peter's Seamen's Church, returning
about 12.30.

MR. ALEXANDER MENZIES, a gentleman well
known in connection with planting interests in
Borneo and Sumatra, died the other day at
Sandakan, British North Borneo, of inflammation
of the stomach. The deceased was about 41
years of age.

"If I knock three times on the coffin lid during
the church service you must let me out," said
James Dalley of Providence, as he was nearing
his end the other day. Everybody waited and
listened, but James did not signal, and the burial
went on. If he forgot it the fault was his own.

A JAVA paper cheerfully informs us that the
galleys at Batavia have been newly painted, and
furnished preparatory to being sent to Bantam
in readiness for the coming executions there.
More than 100 rebels (?) now lie under sentence
of death for alleged insurrection and murder in
that province.

"I saw at once," said a physician who had been
called in consultation, "Dr. Pellet's diagnosis
was wrong, but as he was in charge of the
case, of course it wouldn't do for me to interfere."
"Did the patient die?" "Oh, yes; died of
"professional courtesy"—a very common and
fatal disease."

THE values of rare gems are stated as follows:—
Opal is worth \$15 to \$40 per carat.
Cat's eye is worth \$15 to \$50 a carat.
Oriental ruby is worth \$100 per carat.
Emerald is worth \$50 to \$200 per carat.
A diamond is worth \$50 to \$100 per carat.
A sapphire is worth \$100 to \$150 per carat.

HERE is the latest "corner." Four banking
institutions in Java—the Factory, the Chartered
Bank, the Hongkong, and Shanghai Banking
Corporation, and the Chartered Mercantile Bank
—have, so says the *Lacatan*, combined to
buy up, as much as possible, bills from exporters,
so as to control the market against other buyers.

A LONDON corpse was recently in the unique
position of having two coffins provided for its
reception:—the corpse's executor supplied one
and deceased's brother the other. There was
much feeling displayed between the two over
the matter, which eventually found its way
before a magistrate, who decided in favour of
the executor's coffin on all the issues.

LATEST news from Deli is to the effect that an
interpreter for the Chinese language named
Hotink has been despatched by the Dutch
Government to Swatow to devise measures for
facilitating Chinese coolie immigration from
there to Deli. It is said to have taken the
planters in Deli a long time to arouse the
Government to a sense of the advantages
attending such a step.

THE *Englishman* states that the result of the
opium weighings shows that Beral will yield
only half the estimated produce this year. Behar
makes only 17,500 chests instead of 35,500, and
it is the same story from Benares. Hail and
drought have destroyed the crops. It is to be
feared that the Budget estimate of Rs. 8,600,000
is hardly likely to be realised, though a rise in
price may be reckoned on to partly fill the gap.

A CORRESPONDENT of the *Deli Courant*, writing
from British North Borneo, draws a dark picture
of the outlook there. For instance, he says that
late, from four to six months at a stretch, Kudat
and Marudai Bay have hardly had any satisfactory
Government supervision. In the latter district,
the desertion of soldiers from estates is common
enough. When they happen to be caught, a rare
lightness of their punishment and their easy
life in the prison render the penalty any-
thing but deterrent.

SAYS the *Strait Times* of the 7th inst.—An
English engineer named F.A. Hitchcock, who,
for shooting and wounding one C. plain Anderson
in Bangkok recently, was sentenced to two
months' hard labour in Singapore by the British
Consular Court at Bangkok, arrived in the
steamship *Medusa* on Wednesday afternoon, and
under his terms of imprisonment in the goal
here. According to the *Bangkok Times*, the
behaviour of the prisoner during the trial was
such as to give the impression that there might
be a doubt as to his sanity.

GVERNOR CREAGH, of British North Borneo,
held a *durbars* at Government House, Sandakan,
on the 23rd ult., at which about 150 native
chiefs were present. Some sports followed
the *durbars*, during the progress of which
one of the spectators a Bagan, became excited,
drew his parang, and commenced to run amok.
After inflicting several severe cuts on the
face of Mr. R. Little, and wounding a couple
of Sikhs, the maniac's career was stopped by
the Sergeant-Major of the Sikhs, who disarmed him
with a stick and he was then put in irons.

THE *Courier d'Haiphong*, in an obituary notice
of M. Richaud, who died of cholera on the 31st
May, on board the *Caladenia*, when on a way
in response to a recall by the French
Government, says:—Himself one of the people,
he had risen rapidly, by his own merit, to the
most exalted situations; Inspector of Marine,
Governor of French India, Governor of Réunion,
Resident-General of Tonkin and Annam; and,
lastly, Governor-General of Indo-China. The
moment to criticise his works has not yet come.
His name will live long in Annam and Tonkin,
attached as it is to so many important reforms.

Among these are the organisation of the munici-
palities, elections of Chambers of Commerce,
the extensions of the French concessions in
Hanoi, Haiphong, and Tourane, the loan of a
hundred millions francs, and the construction of
the network of railways throughout the country.
He is dead; at the door of the Indo-China he
loved so well.

An Emergency meeting of St. John Lodge, No.
518, S.C. will be held in Freemasons' Hall,
Zetland Street, on Monday, the 17th inst., at
5 for 5.30 p.m. precisely. Visiting brethren are
cordially invited.

TWO days ago a Mauritius sailor on the *batque*
Spinaway, lying off Wanchai, was on a plank,
scraping the side, when he fell into the water. The
boatman saw it, but could not swim either
could anybody else aboard, for the matter of
that—and threw him a rope, which he missed.
Some man-of-war's men found the body to-day,
and towed it ashore with a half-hitch on its leg.

A GOOD story of the London County Council was
recently going the round of the clubs in London.
It may be true or not. The scene is laid in the
Council Chamber of the Guildhall, and two
County Councillors are the *dramatis personae*.
The rest must be given in dramatic form. First
Councillor (in a low, confidential tone): "I
Second ditto (sniffing): "Indeed I don't smell
anything!"

THE Selama Tin Mining shares have been
allotted. We understand that Mr. C. Inchbald,
of the Comptoir d'Escompte de Paris, Mr. W.
Wotton, and Mr. D. Gillies are the Directors;
and that the Hon. C. P. Chater will join the
Board shortly. Work will soon commence on the
tin lode discovered by Mr. Hooper. The
shares are \$5 fully paid up, but only \$2 per share
are required for the present.

THREE hundred miles an hour is the proposed
speed for the electric postal railroad of the
future. An experimental line has been erected
at Laurel, twenty miles from Baltimore. A
compressed air locomotive, with a train of two
cars, is to be run on the line, and the cars will
carry the mails. The road has three rails, one above
the car for carrying the current, and two below
which carry the cars. The cars are built of
sheet iron, and are 2 ft. square and 1 ft. long.
Speed will be regulated and power or brakes
applied by electricity solely. If the experiment
at Laurel succeeds, it is stated that similar roads
will be laid between Baltimore and Washington
and elsewhere.

THE new cellular clothing now coming into use
in England is said to be a success. It is woven
out of the same materials as the common weaves
of cloth, being simply, as its name indicates,
closely woven into cells, the network of which is
covered over with a thin fluff. Its porous quality
allows the slow passing of the outside and inside
air, giving time for the outside air to become of
the same temperature as the body, obviating all
danger of catching cold and allowing vapours
constantly evolved by the body to pass off, thus
contributing toward health and cleanliness. The
common objection to cotton clothing—that it is
productive of chills and colds—is removed if
woven in this manner, and the invention can
certainly be said to be strictly in accordance with
hygienic and scientific principles.

WHAT can be the *Strait Times* motive in
publishing "slush" like this?—Mr. S. L.
Thornton, Acting Senior Magistrate, left Singa-
pore yesterday afternoon for the purpose of
proceeding to Malacca, there to enjoy a well-
deserved rest of three or four days. The work in
the Senior Court has been very heavy of late,
and in the manner in which Mr. Thornton has dis-
posed justice has given much satisfaction. It
would be interesting to know whether the
persons who were so thoroughly satisfied with
this excellent magistrate's superlative decisions
were the unfortunate sent to goal, the prosecu-
tors, or merely the editorial "we" of our
contemporary. A newspaper must be hard up
for an item of news when it can't allow a magis-
trate to take two or three days rest without
specially paraphrasing the unfortunate official
and indulging in ridiculous gush.

THE PEAK CHURCH.

The annual meeting of the shareholders in
this edifice was held yesterday afternoon in the
library of St. Paul's College, for the purpose of
receiving the report and statement of accounts
and electing a fresh board. Bishop Burdon,
the manager, presided, and several directors,
spiritual and otherwise, were present.

The Secretary (Reverend W. Jennings) read
the report. It stated that the board had tumbled
to a much better racket than making annual calls
of \$5 on the shareholders, by allowing them to
give what they liked, and calling it an offering.
Over \$500 had been raised in this way. If the
donation of the Church Missionary Society were
included, The Bishop had personally conducted
most of the summer Sunday evening services,
being the best draw, and Mr. (Jennings) had
also done several turns. Mr. Bondfield had had
a short run with different doctrines, assisted by
Dr. Chalmers, but the amount of the receipts
seemed to be losing its attraction, the directors
feared, or else the superior fashionableness
of the Cathedral took the paying people away.
It was the latter, and calling it an offering,
it was hoped would be looked upon as such by
the dwellers in high places, who forsake the strait
and narrow concrete path which had been
laid down to the church door, at a cost of \$125,
for the aggrandisement of their own vanity, and
the detriment, as stated, of the collections. A new
set of properties, including benches and a
harmonium, had better be got, instead of any
division being paid out of the surplus of \$92,
after which they had hopes of being able to
vote a satisfactory interim dividend.

The report was adopted, and the Revs. W.
Jennings and H. Bondfield, Messrs.
Brodie, Palmer, and Mitchell, were elected to
new board, after which the proceedings ter-
minated.

THE TRUTH ABOUT THE COAL
MINES AT HONGAY.

(By OUR SPECIAL CORRESPONDENT.)
It has been known for generations that Kwong-
yen, one of the outlying provinces of the ancient
kingdom of Tonkin adjoining China, was rich
in carboniferous and other mineral deposits.
No attempt, it appears, was ever made to pros-
pect the range of country believed from its
geological formation to contain the richest and
most accessible mines until after Tonkin's
sham royalty had ceased to exist and the French
Government, making the death of Henri Rivière
its *casus belli*, commenced to draw Annam into
the meshes of a paternal Protectorate, which
finally resulted, after the death of the Emperor
Tu Duc, in the bombardment of Haiphong by
Admiral Courbet and the Treaties of 1883
and 1884, arranged by Dr. Harmand and M.
Paténôtre respectively, as plenipotentiaries
of the French Republic, with the Annamite
high authorities. Recognising the importance
of a local coal supply for the fleet of war vessels
stationed in Haiphong Bay, during the operations
in the interior against the Tonquinese and
their Black Flag allies, the French authorities
made some feeble attempts to prospect and
utilise the coal deposits in the immediate
vicinity, and preliminary operations on a minor
scale were eventually commenced both at Hong-
gay and Kebao. A few small galleries were
opened, but the working was never allowed
to proceed beyond the initial stage, and after a
few months' superficial digging with profuse
results the project was practically abandoned so

far as the Government was concerned, and left
to private enterprise to carry out.

In February, 1884, Monsieur Bavier-Chauffour
left France for Tonkin as the representative of
a syndicate of Paris capitalists to investigate
the commercial and industrial prospects of the
Republic's latest colonial acquisition. Accom-
panied by a skilled engineer, this gentleman,
undergoing great privations and fatigue, and in
face of many dangers—the place swarmed with
pirates—succeeded in carefully exploring a
large portion of the basin of Haiphong Bay, and
in satisfying himself that the reports as to the
mineral wealth of the locality had not been
exaggerated. He then entered into negotiations
with the Annamite Government, and terms were
eventually arranged by which, in consideration
of payment of the sum of \$100,000, the energetic
explorer was granted an almost unrestricted
concession of the territories of Honggay and Kebao.
The customary legal formalities were gone
through, but further operations were suddenly
suspended by the action of Monsieur G. Lemaire,
Minister at Hue, who, under instructions from
the French Government, owing to the influence
of the Radical press in Paris, refused to recognise
the agreement entered into by M. Bavier-
Chauffour with the Annamite authorities. It is
not within the scope of this article to describe
the dead-lock caused by this arbitrary decision,
nor to follow the negotiations which ensued;
suffice it to say that perseverance carried the day,
and the late Monsieur Paul Bert, when Resident-
General of Tonkin, doubtless to avoid the un-
pleasant complications and *expoit* threatened by
an action in the law courts, amicably arranged
matters by admitting the validity of the
concession, except as regards Kebao, which was
to revert to the French Government.

Although Paul Bert, before signing the
agreement embodying these conditions, his suc-
cessor, after inquiry recognised their justice, and
they were duly confirmed. Since then the
French authorities have loyally supported an
undertaking which they now recognise as strongly
calculated to lay the foundation of a long era
of prosperity for Tonkin.

Prior to the recognition of the concession by
the Government of the Republic, M. Bavier-
Chauffour came to Hongkong to make the
requisite financial arrangements to enable him
to establish his claims and afterwards to place
the proposed undertaking on a solid commercial
basis. The project commended itself to the
enterprise of the Hon. C. P. Chater, who sent Mr.
G. I. Morrison of Shanghai, a well known
civil engineer, to Honggay to prospect and
report on the concession. On the strength of
Mr. Morrison's report active measures were at
once adopted, and in due course the Société
Française des Charbonnages du Tonkin, a joint-
stock company with a capital of four million
francs, divided into eight thousand shares of 500
francs each, came into existence. The history of
this Company is too well known for me to dwell on
it here, especially in view of the comprehensive
statements regarding its progress and prospects
officially made at the meeting of shareholders
held on May 31st; but the interesting report of
the project is probably unparalleled on the face
of one who, although not a mining expert, pos-
sesses some practical knowledge of the subject,
may not be without interest to many residents in
Hongkong and elsewhere.

Hongay is situated in the beautiful Bay
of Haiphong, at the north-western corner of
the Gulf of Tonkin, and is distant from
the port of Haiphong, by the steamer route,
about 45 miles. There is an inner passage
available for steam launches which shortens
the distance considerably, probably reducing it to
not more than 30 miles. The scenery throughout
this short voyage fairly transcends descrip-
tion, and is probably unrivalled on the face
of the globe. However, this feature of the
pleasant twelve days and jolly time enjoyed on
board the *Caribbe* will be embraced later on,
in a descriptive sketch of the voyage of
that vessel. So far as I am aware no coal
workings have been opened on the island
where the Company's head-quarters have
been fixed, although its geological formation
would certainly suggest the existence of
carboniferous deposits. The mines, so-called, are
on the adjacent mainland, extending about 20
miles in length with an average breadth of three
miles, and are known as the Honggay, Haiau,
and Camphong mines respectively. The
island selected for the head-quarters of the Com-
pany is in every way admirably suited for the
purpose. That great desideratum, sufficient depth
of water for easy and economical shipment of
the products of the mines, is attainable without
difficulty. At something under sixty yards
from the sloping beach there is a depth of about
24 feet of water, and at a hundred and fifty yards
soundings have shown 17 metres. The construc-
tion of a wharf, therefore, alongside which ships
of the heaviest draft can safely lie at all states
of the tide, is a matter of easy accomplishment, and
there are no insuperable difficulties in the way
of connecting, at no enormous outlay, the wharf
with the Company's store-houses and godowns by
rail with the whole of the mines in the three
concessions. At present there is only a temporary
wharf in existence, a rickety concern that is a
standing danger, especially at night, to anyone
using it. Nor is there very much in the shape
of buildings on the island. A worthy colleague,
in describing this part of the Company's property,
doubtless inspired by the enthusiasm of youth,
allowed his imagination to rather over-ride
the solid truth. There are no palatial residences,
"charmingly decorated and luxuriously arranged,"
the offices and draughtsman's rooms are anything
but imposing, and the other necessary houses,
godown, laboratory, cooler's quarters, &c., are
of that primitive character which one would
naturally expect to find in the initial stages of an
undertaking of this character. The Managing
Director has a modestly furnished three-roomed
bungalow, and there cannot be the remotest
doubt that with him, as well as with the other
European employees, it is generally a case of
"roughing it." The offices and godowns are
large enough for present requirements, but
they are merely temporary buildings, which at
as early a date as circumstances permit will
be substituted by residences, offices, and store-
houses of a class in keeping with the requirements
of the business. I have dwelt at greater
length on this subject than was perhaps
necessary, but my reason for so doing is to
remove an erroneous impression generally
existing in the colony that life at Honggay is
something like an Arabian Nights' Entertainment—
which it isn't by a very long chalk. There
is a Government telegraph station on
the island, erected by the Company as per
arrangement with the Resident-General of Tonkin,
the usefulness of which needs no demon-
stration. An additional value given to this
Honggay concession, and one which ought not
to be under-estimated, is the probability that in
the near future the French Government will
make this the chief sea-port of Tonkin, the
great circulating centre of the Red River trade
from the interior of the country, and from Kuang-
si and Yunnan, the southern provinces of the
Chinese Empire. I may add that almost directly
opposite Honggay is a small cement manufactory,
carried on under the auspices of a French
firm in Haiphong and under the management
of my particular friend, that honour and orna-
ment to the colony, Mr. Thomas de Bowler.
This is a business that might easily be developed
with very great advantage to the Société Fran-
çaise des Charbonnages du Tonkin.

So far nothing that can be properly described
as mining has yet taken place on these con-
cessions. That, of course, is thoroughly under-
stood. Active operations, and very properly,
have been confined to prospecting and experi-
mental surface working, but nevertheless a very
great deal of practically valuable work has been
accomplished, for which much credit is due to
those in charge. In the Honggay concession I
personally inspected about twenty openings and
galleries in the face of the hill, all of which have
either been connected or are in course of being
joined by a line of the Decauville railway. These
galleries are driven straight into the hill-side
and it must be admitted that the workman-
ship is solid and substantial, leaving nothing
to be desired. In all these openings coal is
abundant and to all appearance of good quality,
but of course that is a point that can only be
settled by practical tests in the furnace. In the
"Malthide" and "Marianne" galleries the ex-
posed seams are 6 and 5 metres respectively,
in the "Mody"—named after our fellow-colonist,
the worthy proprietor of Huxley Lodge—4 metres,
and in the "Chater," which is in my opinion the
best of all, the measurement is 5 metres, or
about 18 feet. The coal from this seam is
exceedingly hard, and although I have not seen
any analysis, I am thoroughly convinced that it
will turn out a first class fuel for all purposes.
The "Marguerite" mine in this district is simply
an immense bill of coal about fifty feet in height,
from which a large supply can at once be
obtained without difficulty, no shafts being
necessary for the present. Another mine, called
the "Charlot," has not yet been fully opened
out, but as one vein of about 15 metres has been
exposed, there can be little doubt as to its rich-
ness. I have only detailed a few of the many
deposits already prospected and tested in this
concession, but their value may be imagined from
the fact of 12 veins existing in less than 100
yards, each of the galleries running directly into
the side of the mountain, which is, in fact, one huge
coal deposit of an extent that can only be guessed
at. Work at this place, as at Honggay, is carried
on under the supervision of French overseers, and
although the coolie-labour does not reach a high
standard, there has indeed been but little room
for fault-finding.

Of the Camphong district but little is known
so far. Prospecting has been, and is still being
energetically carried on, and three openings have
been made, one of which shows a face of coal
measuring 6 metres. Doubtless the deposits here
are equally as rich as those at Honggay and Haiau.
Each of the galleries is purely carboniferous, and
yields a fine quality of coal. In point of fact, the
situation is perfectly correct, for the coal supply
would be reasonable to expect it, but steps in
that direction will have to be taken before the
Company is in a position to supply consumers
with reliable coal in any large quantities. Shafts
must be sunk and proper mining carried out on
a recognised system and this will be at once done
when Monsieur Bavier has decided where to
commence underground working. How far these
veins go down it is impossible to say, but it is
positively certain that those in Honggay extend
under the bed of the sea to the small islands
opposite, which are purely carboniferous deposits.
In point of fact, the situation is perfectly correct,
summed up when I say that the coal supply in
these concessions is practically inexhaustible.
The coal already produced is mere
surface stuff that gives no reliable indication
of the real quality of the deposits. And yet it
shows an analysis very closely resembling the
Cardiff product, and I have seen it most
satisfactorily tested in the furnace. On board a
French gunboat and in the Company's steam
launch *Fanny* excellent results as a steaming
fuel were obtained—I was present at repeated
experiments on the latter vessel—but I am
loath to say that when tried on board the
Caribbe, which is a quality of coal, was obtained.
There was a difficulty in getting up
steam and a still further difficulty in keeping it
up to "concert pitch" at the indicated pressure.
The cause for this, according to experts, was
a lack of volatile matter or gas, which defect one
would reasonably expect to find in fuel dug from
the surface of the earth. However, even this
trial was very far from being unsatisfactory. It
demonstrated plainly enough that even the sur-
face coal would produce steam, and finally set
at rest all doubts as to the quality of the eventual
products of these mines. I need not enter
here into the question of revenue that may be
derived by the manufacture of this fuel,
of bricks, cement, and other similar
matters of detail, as they have been dealt
with by Monsieur Bavier, the Company's
engineer-in-chief, in his very able and business-
like report, which I thoroughly endorse. Nor is
it my business to advise or suggest to the
management which mines they should at once
take in hand and which they should set aside
for future operations. The Directors are practical
men, who have no doubt fully recognised the
impracticability of working the whole of this
gigantic concession at once, and have
arranged accordingly.

It is an impression that has gained ground
that many months must elapse before the Com-
pany's coal can be ready for the market. In my
opinion such a belief has but a sorry foundation.
Time will, of course, be required to get the
machinery in working order, the railway laid
down, the wharf and other necessary buildings
constructed, etc., but all these arrangements
need not occupy a very few months, and in the
meantime thousands of tons of serviceable coal,
even with existing appliances, can be readily
produced from such mines as the "Chater" and
"Marguerite." But success in mining is not the
work of a day, nor a month, nor a year; it
requires time, patience, perseverance, skill, and
money. All these are available in the working
of the concessions owned by the Société Fran-
çaise des Charbonnages du Tonkin, a wide and val-
uable field is open for exploration and treatment,
and one of the best markets in the world is near
at hand for ready disposal of the products.

And now my present task is completed. I
have still a lot more to say regarding the Bay
of Haiphong and the charming country in its vicinity,
but that has to be reserved for another opportunity.
And meanwhile the foregoing statements and
comments may be safely accepted as the truth about the coal
mines at Honggay.

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have been confined to prospecting and experi-
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surface stuff that gives no reliable indication
of the real quality of the deposits.

advancing to meet them. The occupants were of the most alluring beauty, and seemed vaguely familiar to him. Heating time with their hands on the side of the boat, they chanted the following lines:—

"In days long gone, we said adieu
To thee on mountains high;
To-day we meet thee here,
In fragrant fields close by.
Our thoughts do dwell on thee,
And days of parting we recall;
And thy day may not be seen,
Between our streams and mountains green,
Our thoughts to thee will be."

The memory of the youth seemed stirred at their weird voices (all on his ear, and as he beckoned, he made a movement towards them. He looked towards Hsiao-yi who sat silent. "What would you do?" she presently asked. "With me you have set forth, and with me you must remain; and if the greatest joys of the world you would obtain, you must follow me." When they reached the shore a fish-shaped chariot, and a horse held by a groom, were awaiting them. The lady entered the chariot and the youth followed on horse-back. Proceeding through several miles, and passing through glades of bamboo and rare trees, they reached a rough and mighty river whose opposite shore was beyond the eye. The youth thought that here their journey must cease, for no boat, on which they might embark, was visible, when suddenly the boat which they before had used appeared and advanced towards them with great speed. The youth expressed his astonishment that though sails and oars were complete, no one was on board. Hsiao-yi informed him that this was the "thousand-li boat" of Chu Chung-chih, which could make its way against wind and stream with the speed of an arrow. It was propelled by two wheels which revolved when touched. Entering the boat, the large sail of twelve widths of cloth rose gradually of itself. Away they sailed and in a little while the embattled walls of a city came into view. The lady pointing said: "Yonder lies the city of Icy Jade, which Li O-hua governs. She is now absent on worldly affairs, and has entrusted her city to my care. I bring you here that when you return to the world you may recognise a face which is connected with your destiny." They entered the city, the streets of which were clean and in good order. All doors were open and outside the different houses were tables spread with sacrificial viands and incense, and all preparations attended to the reception of an eminent personage were apparent, which Hsiao-yi had formed him were made to do him honour. In the south-east of the city rose a towering building like the residence of a prince, which was called the "Palace of Clustering Pearls," into which Hsiao-yi led her companion. Countless female attendants were ranked on either side as they entered, and pressed forward with respectful enquiries when they were seated. A repast was prepared, and Hsiao-yi and the scholar pledged each other in wine from precious cups in great delight. On the wall hung a picture of a face of ravishing beauty, which Hsiao-yi told the lad was the likeness of his future bride, and had been shown to him by the spirits that he might recognise the original when he met her. The youth remained in the "Palace of Clustering Pearls" for three months, happy in the extreme, in the reciprocal love of Hsiao-yi, till one day straying in the grounds, he observed a stork alight. "My match-maker," he exclaimed, "it behoves me to show it my gratitude." Hearing the voice the stork advanced and crouched beneath him, rising with him as before, and in a twinkling set him down in front of his home. His friends were surprised and alarmed at his sudden appearance, and said that for three years, though they had searched and enquired, they had had no tidings of him. He gave a history of his adventures, but none believed him. "If," they said, "you have been among the fairies, you must have acquired some mysterious arts or the power of changing your form; or at least have brought back some precious token to convince us of the truth of your story." But the scholar could not satisfy them—for even his clothes were the same he had worn when he disappeared—and they regarded his stories as the utterances of a dreamer, till finally he grew doubtful himself. Still his scholarly attainments had become very great, and in composition and poetry he had no need to exert himself. In the spring he took his first literary degree, and in the following year he became a member of the Academy. He sought to unite his daughters to him in marriage, but he rejected all overtures. "My destiny," he would say, "has long since been settled. Li O-hua is to be my bride, and I am already pledged to her. The fairies will not deceive me." In the spring following the attainment of his second degree, he set out for Peking to go up for the third, but while journeying through Shantung, his cart was overturned and his arm seriously hurt, which compelled him to stay at an inn where, vexed and disappointed, he confined himself to his room. One evening an official travelling with his family applied for lodging for the night. The landlord was pressed for room to accommodate so large a party as this was, and as the scholar occupied the best room and he did not like to ask him to vacate it, he was discussing the question with his servant, when he was overheard by the scholar, who made light of so small a matter, as he considered it, and changed his quarters to a room opposite, separated from it by a small open space. In the morning when he stepped forth his gaze was transfixed, when in the females who issued from his late room, he saw the same forms and features of the maids who had sung so sweetly to him in Fairy-land. In the afternoon as the scholar was leaving the scholar recognised the features of Li O-hua in the daughter of the official who was being conducted to her carriage, surrounded by her maids. The bystanders were enraptured at her beauty, and exclaimed, "How can such charms belong to a mortal?" Greatly disturbed, the scholar made enquiries secretly, and learnt that her surname was Sun, and that she came of an influential family of Lu Ch'eng, and was now proceeding to Peking with her father, who was an Imperial Censor.

Recovering at length, the scholar made his way with all haste to the capital and took his degree, after which he despatched a suitable negotiator to the Censor asking for his daughter in marriage. The Censor, not approving of the offer, declined, with the excuse that she was already betrothed. Deeply affected, the scholar lost all interest in life, and his health and spirits failed him. His old pursuits no longer gave him pleasure, and he shunned the convivial unions of his companions, who knowing his trouble, sought to make him forget it. At length one day he was induced to accompany them on an excursion to a temple. He was here accosted by an old gentleman clad in grey and wearing a yellow coloured cap, whose easy manner bespoke him a person of consequence. "Learned Sir," said he, addressing the scholar, "why this gloomy and unsatisfied appearance?" and pointing to a stork which was near the pavilion in the grounds of the temple, continued: "If you would be united to your betrothed, despatch yonder stork as your messenger and you will not fail to attain your desire." "If," replied the scholar, agitated at hearing these words, "you, Sir, who are acquainted with the occult learning, and know the story of my past, will assist me, my gratitude shall never cease." "I will," replied the stranger, taking a pen, wrote a verse of twenty-eight words:—

"My memory still lingers on thee, Hsiao-yi, as when in the Palace of Clustering Pearls we stood together, wrapped in mists and many coloured clouds. But why should I seek tidings of thee?"

In the life of Buddha I shall forget thee," which with the jade the stranger fastened around the neck of the stork, and charged it to be faithful to its trust. The stork gave a cry of assent, stretched its wings, and soon disappeared in the heavens. In a short time it returned, but no longer was the jade around its neck; but fastened to one of its feet was a handkerchief, wrapped in which was a box containing a gold hair-pin, a "true lovers' knot," and the following lines:—

"I again your negotiator you despatch, your fiery feelings will be calmed; and as the caves of the moon will for ever be round, and the chambers of the clouds never grow old, so shall your joys be endless." Great was the astonishment when this was read, and the scholar again sending to the Censor, his suit was favorably received, and thus the stork became the match-maker. The bride's name was Hsiao-yi, and she was called the Fairy of the Barge. From her birth she had been able to talk, and her great wisdom and brilliant parts had caused her to be considered the incarnation of a fairy.

BETWEEN THE MILL STONES IN CHINA.

There is a saying about being "ground between the upper and the nether millstones," which strikes one as peculiarly applicable to the Chinese people.

Custom in this land is law; not to know and observe the traditions of a village or neighbourhood is almost a mortal sin. Any attempt to break away from these and exercise one's individual preference is to court the abuse and oppression of one's neighbours, and possibly of one's kindred.

In foreign lands funerals may be expensive, in China the burial of a parent often costs the savings of a lifetime. The writer knows of one instance where the sons sold four fifths of the land they cultivated, besides mortgaging the homestead, in order to provide a fitting burial for their father. This is an extreme case, but for other instances illustrating the Chinese love for displaying filial piety or acquiring a reputation for it, are not wanting. We cannot recall a single instance where the funeral expenses of parents were not out of all proportion to the means of the family.

The same tendency to extravagance is noted in the case of marriages. An unwritten but unchangeable law prescribes certain presents to be made, guests to be invited, how the bride shall be brought home, the feast, &c. This is one of the millstones—bondage to custom.

The other is usury. The wise man says: "The destruction of the poor is their poverty, &c., that the less a man has the more difficult for him to get any thing, and the greater chance of his losing whatever he may have." The richest governments in the world can borrow money with ease at three per cent. per annum. The poor Chinese labourer pays the same amount per month, and thinks himself fortunate to have got the money at all. Often the usury is at a higher rate. One per cent. a day is sometimes charged. At other times the borrower pays ten per cent. for a few days, for a month, or less. Few have any idea of the extent to which the Chinese run in debt. Fewer still know what this load of debt means.

In Kalgan it is common for the farmers to sell themselves short of grain in the fall, and buy the following spring. Having nothing to pay with, they contract to pay for the grain between the time they buy and the time they pay, plus interest on the sum at from three to five per cent. each month. In Europe and America pawnbroking establishments are common enough, particularly in the larger cities, but such business is hardly regarded as reputable, while to be known as visiting the sign of the three balls calls forth expressions of contempt or pity. In China this too is different. No firms are more "solid" or more respected than the great pawn-broking establishments; and as to the numbers who frequent them, it is safe to say that first or last the majority of the people are their patrons. Such a statement may seem large. Take a single fact. We knew a city of not more than 70,000 inhabitants in which there have been for years some three or four large pawn-shops. Last year another firm came in, and possessing a large capital, built great warehouses. Five months after they opened their doors they had issued over seventy thousand pawn tickets. Since then the same rush of business has continued. They are erecting new buildings in which to store the goods received in pawn; yet these are coming in so fast that the new buildings cannot be erected in time to receive them. Then look at the articles put in pawn. In the open courtyard they had stacked up thousands of boxes, left of course by the farmers. Of the 70,000 persons who had pawned articles at the shops, the majority came from outside the city. But when it is remembered that there were three or more pawnshops doing a flourishing business at the same, we come to realize the extent of the traffic, and, as an index of poverty, how widespread and severe it is among the lower classes. Thirty-six per cent. the interest charged by this firm per annum. All articles are to be redeemed within two years or forfeited. In good years eighty per cent. of these articles are redeemed. But in bad years, the number of articles redeemed is sometimes less than one-half.—Chinese Times.

THEIR COMMON NAMES.

Aqua fortis is nitric acid.
Aqua regia is nitro-muriatic acid.
Blue vitriol is sulphate of copper.
Cream of tartar is bitartrate potassium.
Calomel is chloride of mercury.
Chalk is carbonate of calcium.
Salt of tartar is carbonate of potassium.
Caustic potassa is hydrate of potassium.
Chloroform is trichloride of formyl.
Common salt is chloride of sodium.
Corrosive sublimate is bi-chloride of mercury.
Dry alum is sulphate aluminum and potassium.
Epsom salts are sulphate of magnesium.
Ethiops mineral is black sulphate of mercury.
Fire-damp is light carburetted hydrogen.
Galena is sulphide of lead.
Glauber's salt is sulphate of sodium.
Glauber is grape sugar.
Goulard water is basic acetate of lead.
Iron pyrites is bi-sulphide of iron.
Jeweller's putty is oxide of tin.
King's yellow is sulphide of arsenic.
Laughing gas is protoxide of nitrogen.
Lime is oxide of calcium.
Lunar caustic is nitrate of silver.
Mosaic gold is bi-sulphide of tin.
Muriate of lime is chloride of calcium.
Nitro of saltpetre is nitrate of potash.
Oil of vitriol is sulphuric acid.
Potash is oxide of potassium.
Realgar is sulphide of arsenic.
Red lead is oxide of lead.
Rust of iron is oxide of iron.
Sal-ammoniac is muriate of ammonia.
Slacked lime is hydrate of calcium.
Soda is oxide of sodium.
Spirit of hartshorn is ammonia.
Spirit of salt is hydrochloride, or muriatic acid.
Succo, or plaster of Paris, is sulphate of lime.
Sugar of lead is acetate of lead.
Verdigris is basic acetate of copper.

Vermilion is sulphide of mercury.
Vinegar is acetic acid diluted.
Volatile alkali is ammonia.
Water is oxide of hydrogen.
White precipitate is ammoniated mercury.
White vitriol is sulphate of zinc.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne." MARTIN LILES, M.D., &c., Stantonbury, Bucks.; Chemist; can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—(Advt.)

CHINA COAST METEOROLOGICAL REGISTER.

14th June, 1889.—At 4 p.m.									
STATION	Latitude	Longitude	Barometer	Thermometer	Humidity	Wind	Direction	Force	Remarks
Whitlow	30° 05'	115° 51'	30.05	51	88	N	1	0	
Tokio	35° 41'	139° 45'	30.05	51	88	N	1	0	
Nagasaki	32° 42'	128° 52'	30.05	51	88	N	1	0	
Shanghai	31° 12'	121° 29'	30.05	51	88	N	1	0	
Hongkong	22° 19'	114° 10'	30.05	51	88	N	1	0	
Amoy	23° 42'	118° 08'	30.05	51	88	N	1	0	
Swatow	23° 33'	115° 25'	30.05	51	88	N	1	0	
Hainan	19° 42'	109° 55'	30.05	51	88	N	1	0	
Yokohama	35° 32'	139° 41'	30.05	51	88	N	1	0	
Manila	14° 35'	120° 58'	30.05	51	88	N	1	0	

15th June, 1889.—At 10 a.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Humidity	Wind	Direction	Force	Remarks
Whitlow	30° 05'	115° 51'	30.05	51	88	N	1	0	
Tokio	35° 41'	139° 45'	30.05	51	88	N	1	0	
Nagasaki	32° 42'	128° 52'	30.05	51	88	N	1	0	
Shanghai	31° 12'	121° 29'	30.05	51	88	N	1	0	
Hongkong	22° 19'	114° 10'	30.05	51	88	N	1	0	
Amoy	23° 42'	118° 08'	30.05	51	88	N	1	0	
Swatow	23° 33'	115° 25'	30.05	51	88	N	1	0	
Hainan	19° 42'	109° 55'	30.05	51	88	N	1	0	
Yokohama	35° 32'	139° 41'	30.05	51	88	N	1	0	
Manila	14° 35'	120° 58'	30.05	51	88	N	1	0	

The barometer has fallen in a slight way since 10 a.m., probably owing to the approach of a typhoon from Formosa, apparently moving westward.

1.—Barometer reduced to level of the sea in inches, tenths and hundredths. 2.—Temperature in the shade in degrees, tenths and hundredths. 3.—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4.—Direction of the wind to two points. 5.—Force of the wind according to Beaufort's scale. 6.—State of the weather. 7.—Remarks. 8.—Direction of the wind to two points. 9.—Force of the wind according to Beaufort's scale. 10.—State of the weather. 11.—Remarks. 12.—Direction of the wind to two points. 13.—Force of the wind according to Beaufort's scale. 14.—State of the weather. 15.—Remarks. 16.—Direction of the wind to two points. 17.—Force of the wind according to Beaufort's scale. 18.—State of the weather. 19.—Remarks. 20.—Direction of the wind to two points. 21.—Force of the wind according to Beaufort's scale. 22.—State of the weather. 23.—Remarks. 24.—Direction of the wind to two points. 25.—Force of the wind according to Beaufort's scale. 26.—State of 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Commercial.

Shipping.

HONGKONG-STEAMERS.

Continued.

CHANGSHA British steamer, 1,453, J. E. Williams, 10th June, Kobe 4th June, and Nagasaki 6th, Coal and General.—Butterfield & Swire.

CHINGTU, British steamer, 1,450, A. Hunt, 10th June, Melbourne 10th May, and Port Darwin 1st June, General.—Butterfield & Swire.

CITY OF NEW YORK, American steamer, 3,019, R. R. Searle, 14th June, San Francisco 18th May, and Yokohama 8th June, Mails and General.—P. & O. S. N. Co.

DAPHNE, German steamer, 1,570, T. Voss, 14th June, Kobe 8th June, General.—Siemssen & Co.

FALKENBURG, German steamer, 989, Bartels, 13th June, Saigon 9th June, Rice.—Melchers & Co.

FAME, British steamer, 1,174, A. Stopani, Hongkong and Whampoa Dock Co.

FRANK, Danish steamer, 397, C. A. Lund, 11th June, Haiphong 6th June, General.—Arnhold, Karberg & Co.

GOALPARA, British steamer, 1,355, E. C. Russell, 9th June, Singapore 1st June, Sugar and General.—Jardine, Matheson & Co.

HAITIAN, British steamer, 1,181, T. G. Pocock, 14th June, Foochow 11th June, Amoy 12th June, Swatow 13th June, General.—D. LaPraik & Co.

INGRABAN, German steamer, 894, J. R. Massmann, 14th June, Hoilow 13th June, Sugar and General.—Wielers & Co.

MORAY, British steamer, 1,411, Wm. S. Duncan, 12th June, Calcutta 28th May, and Singapore 6th June, General.—Jardine, Matheson & Co.

NANZING, British steamer, 808, R. Talbot, 14th June, Manila 11th June, General.—Jardine, Matheson & Co.

PHILO, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.

PORT AUGUSTA, British steamer, 1,856, H. E. Draper, 11th June, Saigon 8th June, Rice and Paddy.—Adamson, Bell & Co.

VELOX, German steamer, 636, W. Wulff, 14th June, Touron 11th June, Coals and Sugar.—Ed. Schellhass & Co.

SOOCHOW, British steamer, 327, Rowin, 14th June, Pakhoi 10th June, and Hoilow 11th, General.—Chinese.

VERONA, British steamer, 1,876, Speck, 12th June, from Yokohama, Kobe, and Nagasaki, Mails and General.—P. & O. S. N. Co.

WHAMPOA, British steamer, 1,106, Linton, 9th June, General.—Butterfield & Swire.

ZAFIRO, British steamer, 675, McCaslin, 30th May, Manila 27th May, General.—Russell & Co.

SAILING VESSELS.

AGENSOR, American ship, 1,414, John H. Frost, 25th May, New York 28th Dec, Kerosene Oil.—Pustau & Co.

ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June, New York 4th Dec, Petroleum.—Order.

ARON, Norwegian bark, 614, Christensen, 17th May, Rajane 1st May, Timber.—Chinese.

AUSTRALIA, British bark, 9, Wm. Harris, 11th June, Manila 31st May, Ballast.—Melchers & Co.

BENGALE, French bark, 544, Scott, 22nd May, May, Singapore 2nd April, Timber.—Melchers & Co.

CAMELOT, British bark, 370, Murphy, 1st June, Freemantle, W.A., 2nd March, Sandalwood.—Jardine, Matheson & Co.

CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June, New York 28th Dec, Kerosene Oil.—Pustau & Co.

DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May, Hamburg 1st Dec, General.—Siemssen & Co.

ERLEKONIG, Chinese bark, 457, Uplum Examination hull, Stonecutters Island.—Chinese Customs.

ESCORT, American bark, 636, Waterhouse, 7th June, Singapore 15th May, Timber.—Gonsalves & Co.

FOOCHOW, Siamese brig, 320, Sequeira, 7th June, Bangkok 1st May, Timber.—Chinese.

GEORGE V. JORDAN, American schooner, 662, E. V. Lyman, 29th May, Haiphong 19th May, Ballast.—Order.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April, San Francisco 1st March, Flour.—Russell & Co.

HALLORDE, British ship, 1,088, Hayden, 21st May, New York 28th Dec, Kerosene Oil.—Siemssen & Co.

ITON, French bark, 564, F. Reynier, 7th June, Honolulu 20th April, General.—Melchers & Co.

JAMES G. BAIN, British bark, 507, C. E. McNutt, 22nd April, Newcastle, N.S.W., 10th March, Coals.—Order.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June, Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.

KALAKAUA, Hawaiian bark, 382, John Duncan, 14th April, Honolulu 21st February, Old Copper.—Jardine, Matheson & Co.

LAUGHING WAVE, British brig, 161, Alfred Rickers, 2nd June, Freemantle, W.A., 1st April, Sandalwood.—Siemssen & Co.

MABEL TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June, Cardiff 6th December, Coal.—Melchers & Co.

MARTHA, British bark, 852, Cooke, 5th May, Singapore 4th March, Timber.—Ed. Schellhass & Co.

MARTHA DAVIS, American bark, 832, Pendleton, 13th June, Tilajap 26th April, Ballast.—Russell & Co.

NARWHAL, British ship, 1,327, Weston, 4th June, Kobe 12th May, Coal.—Adamson, Bell & Co.

OSCAR MOOVER, German bark, 360, C. P. Boyen, 14th June, Keelung 9th June, Coal.—Chinese.

PAPA, German bark, 748, C. L. Henne, 29th April, Hamburg 12th Dec, General.—Carlowitz & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thordahl, 13th June, Newcastle 17th April, Coal.—Wielers & Co.

SATSUMA, British bark, 364, A. G. Swenson, 12th June, Newcastle 15th May, Beans.—Ed. Schellhass & Co.

SIR WM. WALLACE, British bark, 968, T. R. Brown, 13th May, Singapore 10th May, Timber.—Kwong Mow Yee.

SOUTHERN CROSS, American ship, 1,087, J. A. Bailor, 13th May, Newcastle, N.S.W., 16th March, Coal.—Gas Company.

SPIDAWAY, British bark, 351, J. Garrick, 2nd June, Champlain 4th April, Sandalwood.—Siemssen & Co.

TITAN, American ship, 1,232, Allyn, 13th April, New York 16th Nov., Oil.—Russell & Co.

VELOCITY, British bark, 490, R. Martin, 20th May, Honolulu 28th March, General.—Pustau & Co.

WHAMPOA.

TAIYANO, British steamer, 1,505, W. H. Jackson, 12th June, Wuhu 8th June, Rice.—Jardine, Matheson & Co.

YAMOTO, German steamer, 814, C. Toning, 13th June, Saigon 31st May, Rice.—Siemssen & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Ulysses	Liverpool	June 17th	Butterfield & Swire
Altonower	Liverpool	June 18th	Russell & Co.
Teheran	Bombay	June 18th	P. & O. S. N. Co.
Belgia	San Francisco	June 18th	O. & O. S. N. Co.
Djemnah	Marseilles	June 18th	Messageries Maritimes
Deucalion	Liverpool	June 18th	Butterfield & Swire
Elektra	Trieste	June 19th	Austro-Hung. Lloyd's Co.
Batavia	Vancouver	June 30th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London (direct)	Brindisi	P. & O. S. N. Co.	June 17th, at 3 p.m.
London	Aberdeen	Adamson, Bell & Co.	June 20th.
London, via Suez Canal	Glenfalloch	Jardine, Matheson & Co.	About June 20th.
London, via Suez Canal	Telephus	Butterfield & Swire	To-morrow.
London, via Suez Canal	Opasack	Arnhold, Karberg & Co.	About June 17th.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes	June 20th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	July 3rd, at 4 p.m.
Venice, via Straits, &c.	Elektra	Austro-Hung. Lloyd's Co.	June 22nd, at noon.
Havre, Hamburg, &c.	Daphne	Siemssen & Co.	June 18th, at 4 p.m.
New York, via Suez Canal	Glenshiel	Jardine, Matheson & Co.	About June 20th.
San Francisco, via Yama	City of New York	Pacific Mail S. S. Co.	June 22nd, at 1 p.m.
Vancouver, B.C., via K., &c.	Abyssinia	Adamson, Bell & Co.	June 20th, at noon.
New Zealand Ports	Whampoa	Butterfield & Swire	Quick despatch.
Sydney, Melbourne, &c.	Airlie	Russell & Co.	June 20th, at 4 p.m.
Calcutta, via Straits	Moray	Jardine, Matheson & Co.	June 18th, at noon.
Straits and Bombay	Khyva	P. & O. S. N. Co.	About June 18, noon.
Yokohama, via Nag., &c.	Perona	P. & O. S. N. Co.	June 18th, at noon.
Tientsin	Dienbach	Jardine, Matheson & Co.	About June 25th.
Shanghai, via Amoy	Ulysses	Messageries Maritimes	About June 19th.
Shanghai	Deucalion	Butterfield & Swire	June 19th.
Manila, via Amoy	Nanzing	Butterfield & Swire	June 20th.
Coast Ports	Haitian	Jardine, Matheson & Co.	June 17th, at noon.
		Douglas LaPraik & Co.	June 17th, at noon.

Intimations.

W. POWELL & CO.

HAVE RECEIVED, A NEW STOCK OF
BROOMS and BRUSHES.
Bass Brooms. Hair Brooms. French Whisk Carpet Brooms. Victoria. Sensible. Turks Head Brushes. Agents for Milner's Fire and Burglar Proof Safes and Boxes.
Victoria Exchange, Hongkong, 25th May, 1889.

Notice to Consumers

The PRODUCTS of

ORIZA-PERFUMES L. LEGRAND

207, rue Saint-Honore, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA, ORIZA-VELOUTE, ORIZA-TONIC, ORIZALINE, ORIZA-SOAP.

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;

2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED to live upon their reputation we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firms of Perfumers and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

DENTIFRICE ELIXIR

Dentifrice Powder

DENTIFRICE PASTE

DENTIFRICE PASTE

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INTIMATION

J. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS.

No. 11, Praya Central.

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., OF WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,

LA GRANDE MARQUE.

FLENSBURG STOCKEER.

ENGINEERS AND BLACKSMITHS' TOOLS.

AND EVERY KIND OF SHIP'S

STORES AND REQUISITES.

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1889.

NOTICE.

THOMAS KERR & Co.

ENGINEERS' BOILER-MAKERS,

AND

CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS

Kowloon.

Hongkong, 6th June, 1889.

(105)

Intimations

Dr. Knorr's

ANTI-PYRINE.

(Dose for Adults 16 to 36 grains troy).

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING-

COUGH, and many other complaints. It is

also the very best Antiseptic. Highly recom-

mended by the medical Faculty. To be had at

every reputed Chemist and Druggist. Ask for

Dr. KNORR'S ANTI-PYRINE! Each Tin

bears the inventor's signature "Dr. KNORR"

in red letters.

Supplies constantly on hand at JUSTUS

LEMBKE & Co., Hongkong and Shanghai—

Sole Agents for China. Beware of spurious

imitations!

Hongkong 29th May, 1889.

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NOTICE.

HONGKONG & WHAMPOA

DOCK COMPANY,

LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this HARBOUR none of the

COMPANY'S FOREMEN should be at hand,

ORDERS FOR REPAIRS, if sent to the HEAD

Office, No. 14, Praya Central, will receive

prompt attention.

In the event of complaints being found

necessary, communication with the Undersigned

is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, 29th August, 1889.

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G. FALCONER & CO.,

WATCH AND CHRONOMETER MANU-

FACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 48, Queen's Road Central.

[742]

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS,

BURGUUNDY, HOCKS, CHAMPAGNES,

BRANDIES, WHISKIES,

"EMPIRE" ALE, "STOUT,"

MACHINERY, GAS ENGINES, "EMPIRE"

LUBRICATORS,

SINGER'S SEWING MACHINES,

COOKING STOVES, SCALES,

PAINTS, OILS AND VARNISH,

BICYCLES AND TRICYCLES,

JUVENILE VELOCIPEDS, HORSES and

TRICYCLES.

BICYCLE WHEELS for JINRICKSHAS.

SODA WATER MACHINERY.

JEY'S SANITARY COMPOUNDS.

Apply to.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 29th September, 1889.

[11]

NOTICE.

JEY'S SANITARY COMPOUNDS

COMPANY, LIMITED.

THE Undersigned have this day been

appointed SOLE AGENTS for the sale of

these PERFECT DISINFECTANTS, and

are prepared to supply quantities to suit

purchasers, at Wholesale Prices, Extra Special

terms for Shipping and large Orders.

St. ROBERT LAWSON, C.B., C.E., Chief

Sanitary Engineer, Local Government Board

London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 1st October, 1889.

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HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS and LUMBER

Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1889.

[1646]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of

1889, files of the "HONGKONG TELEGRAPH"